

Father Hurley Blvd. Extended -- No. 500516

Category **Transportation**
 Agency **Public Works & Transportation**
 Planning Area **Germantown**
 Relocation Impact **None.**

Date Last Modified
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 Required Adequate Public Facility

May 21, 2004
NONE
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY03	Est. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	3,170	0	0	3,170	359	710	360	361	870	510	0
Land	859	0	0	859	39	20	800	0	0	0	0
Site Improvements and Utilities	1,140	0	0	1,140	0	0	0	0	0	1,140	0
Construction	10,683	0	0	10,683	0	0	0	2,283	5,300	3,100	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	15,852	0	0	15,852	398	730	1,160	2,644	6,170	4,750	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,442	0	0	3,442	398	730	0	1,644	670	0	0
Impact Tax	12,410	0	0	12,410	0	0	1,160	1,000	5,500	4,750	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for a 1.2 mile extension of Father Hurley Boulevard from its existing terminus at Wisteria Drive, south, to Germantown Road (MD 118). The existing 120-foot wide right-of-way will incorporate a four-lane divided, closed section highway with future provisions for two additional lanes, and the construction of a bridge over the CSXT railroad, and retaining walls to minimize impacts to adjacent properties. Pedestrian improvements include an eight-foot wide bikeway along the west side of the roadway and a five-foot wide sidewalk along the east side. This project also includes streetlighting, stormwater management, landscaping, and reforestation.

Service Area

Germantown Planning Area.

Capacity

Average Daily Traffic (ADT) is projected to be 30,000 vehicles by design year 2025.

JUSTIFICATION

This project is recommended in the Germantown Master Plan as a six-lane divided major highway within a 120-foot right-of-way. Based on DPWT's Facility Planning Study, the projected ADT of 30,000 for the year 2025 can be accommodated with four-lanes. This project will provide the required capacity, and complete missing transportation network links in the Germantown Planning Area. This road will connect Germantown communities currently separated by the CSXT railroad from the Town Center and the I-270 employment corridor. It will also improve emergency access for police, medical, fire, and rescue services. Additionally, this project will reduce future traffic congestion and enhance network traffic flow. While segments of the roadway corridor have been constructed by developers, access is still limited because the developer-improved segments do not include critical links between Wisteria Drive and Dawson Farm Road, or between Germantown Road and Hopkins Road. After the implementation of this project, the network will have continuity and improve the projected 2025 intersection delay at most of the intersections along the Germantown Road corridor. This project will also improve projected intersection levels-of-service at the intersections of Germantown Road and Wisteria Drive from "E" to "C", and Germantown Road and Middlebrook Road from "F" to "E".

Plans and Studies

DPWT prepared a study entitled "Transportation Facility Planning Study" in January 2003, which is consistent with the approved Germantown Master Plan. A review of impacts to pedestrians, bicyclists, and the requirements of the ADA (Americans with Disabilities Act of 1991) is being performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, sidewalk ramps, bikeways, and other pertinent issues are being considered in the design of the project to ensure pedestrian safety. This project is a part of the Executive's Go Montgomery! program.

Cost Change

Not applicable.

STATUS

Preliminary engineering design stage.

OTHER

The project scope and schedule are new for FY05.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		15,852
First Cost Estimate		
Current Scope	FY05	15,852
Last FY's Cost Estimate		0
Present Cost Estimate		15,852
Appropriation Request	FY05	1,488
Appropriation Request Est.	FY06	0
Supplemental Appropriation Request	FY04	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY02	0
New Partial Closeout	FY03	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Parks and Planning Commission
 Maryland Historic Trust
 CSXT
 Department of Permitting Services
 WSSC
 Utility Companies
 Developers

Special Capital Projects Legislation was approved
 May 27, 2004 (Bill No. 13-04)

MAP

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